

SOUTH AUSTRALIAN SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS

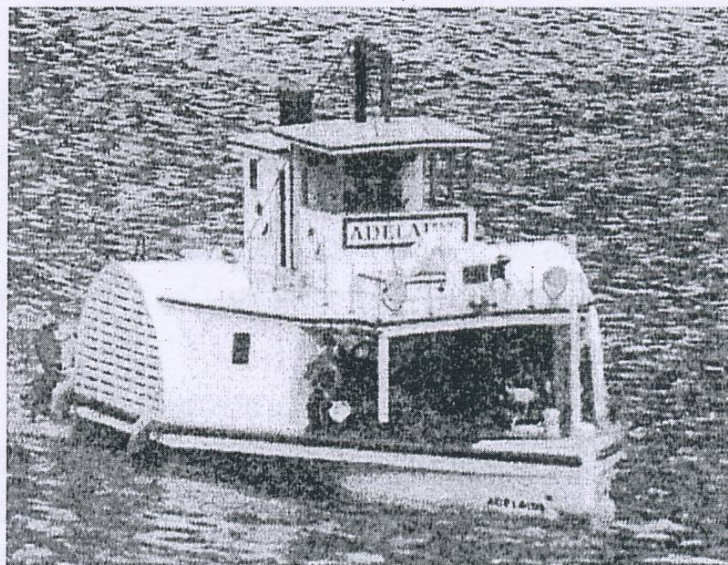
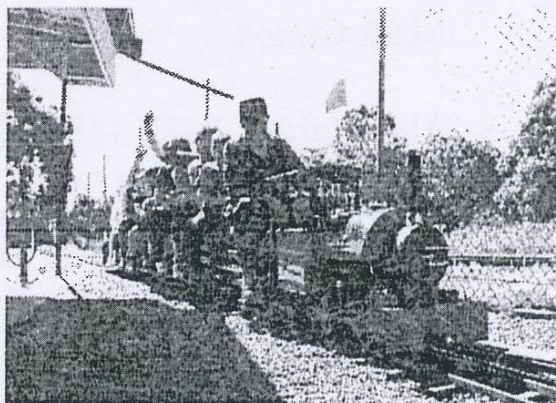
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Happenings Spring 2013

John Monte.

Well, another year went by, and another New Committee. In the short space of time the new committee members are adapting well to their new positions and I thank you all for patience.

The New Committee are

President – John Monte 0409 838 494 /
82764675

Vice President – John Foster 0419 810 478 / 8336 3119

Secretary – Ian Foster
8381 3030

Minute Secretary - John Beal
8297 2314

Treasurer – Mark Coxon
8277 3763

Assistant Treasurer – Alan Hardy 0488 148 317

Committee Members – Ralph Ollerenshaw
0400 457 206 / 8379 0998

David Hawkins
8371 1350

Michael Offler 0404 612 720 / 8276 236

Jeff Schaefer
8298 6927

Over the last 40 years, John Davey has been our dedicated ticket officer, who endured some extreme weathers in our ticket box. John has never complained and has always got on with the job. John is now retiring from this and it will be a hard act to follow. Many thanks from the Committee and all the members. Thanks Again.

A new piece of track has been concreted in, just before the tunnel bend on the 7¼" track, has now made very smooth running and no problems now with the heavier vehicles, which we had to endure recently because of the

full size rail works. Many thanks, to Barry Dunstan and John Lewis for their patience in completing this work. A small group of members attended and also placed a display at the Port Dock Railway Museum. It was well attended by the public and everyone enjoyed themselves. Many thanks to all that attended.

The Girder Bridge has had the timber replaced and should now give the club many years off trouble free service. Many thanks to Matt Leslie and Simon Huntington for the long hours to complete the job. During the recent storms, a very large branch had fallen (thankfully very little damage) and thanks to the efforts of Jane Monte and Partner Matt Job, the tree was reduced to firewood and the efforts of the Wednesday working bee had removed any evidence that the branch had fallen. Thanks again.

I would like to give a personal thanks to Ian Thomas for the use of his generator to power the fridges and freezers as we were without power for just over a day. A large tree down the road had fallen right across the power lines.

There's been some new fencing around the grounds and some more to come as the committee are looking at areas of safety and public control.

I would like to thank all the members who come to public field days as well as the working bees as without the help of everyone; we wouldn't be where we are today.

We also have the Xmas barbeque coming up on Saturday 21st December, so don't forget to get your name on the list as it's always a good night.

Come on, get involved. Thank You.

Club Happenings

By the Vice-President, John Foster

Saturday Public Field Day 20th July 2013

After a two cold wet days the forecast was for rain, light hail and 11⁰ C maximum temperature. While some members had concerns about the day we decided to run and experienced cold temperatures but only one short rain shower accompanied by light hail.

Thirty members attended along with two 7 1/4" locos, five 5" locos and five boats.

As was expected the public turnout was probably the smallest ever with only about 100 adults and children 3 and over. However, every one had numerous rides and by allowing the two birthday parties in the canteen area everyone kept pretty dry, although the children did not seem to notice the cold.

The canteen had a quiet day with much of the service going to members/drivers trying to warm up. Thanks to Jackie Monte, Lynn Leslie, Dawn Schaefer, and Nicki Mere.

Due to the cold we closed off rides at 4 Pm rather than 4-30 having judged all attending had plenty of rides and darkness was approaching.

Sunday Field Day 4th August 2013

A typical winters day, some Sunshine, periods of cloud and a moderate public attendance but no birthday parties.

Thirty four members attended with four 7 1/4" gauge locos, six 5" gauge locos, and 12 boats.

The canteen did a vigorous trade in hot drinks, hot dogs and hot chips and believe it or not ice creams and ice blocks for children. Wonderful service again from Jackie Monte, Lynn Leslie, Margaret Coxon and Toni Offler. Many thanks ladies.

AGM Tuesday 13 August 2013

A well attended meeting with 46 members in attendance. After the formal presentations of President's and Treasurer's reports and acceptance of these the President declared all positions vacant.

As there were only one person nominating for each of the new Office Position John Davey announced the members standing and sort approval for their taking up the positions sought. These persons were approved unanimously by the membership. The Office Bearers for 2013 -2014 are shown elsewhere.

Saturday Field Day 17th August 2013

Not a great day with overcast weather and small public attendance. Thirty two members attended with four 5" locos, 2 7 1/4" locos and 6 Boats so there were ample rides for all.

The canteen did well with Jackie Monteodorisio, Dorothy Ambler, Margaret Coxon and Toni Offler serving our hungry customers. Many thanks ladies.

Sunday Field Day 1st September 2013

A fine Sunny day but with a smaller attendance than we usually have for Father's Day. Thirty Eight members attended with three 7 1/4" locos, ten five inch locos and a good representation of garden gauge. Nineteen boats kept the pond busy and entertained the public.

As usual the canteen did very well with. Thank you ladies.

Saturday Field Day 21st September 2013

A great day with a large public attendance. Thirty Six members attended with three 7 1/4" gauge locomotives, seven 5" locomotives and a selection of G and O gauge locomotives and rolling stock.

Cont'd

Thirteen boats supported our train enthusiasts and kept the public entertained between rides on the trains. A policy of not allowing photography of any sort during train rides as a safety measure was instituted and well accepted by the train passengers.

The Canteen did very well with Anne Hardy, Nicky Meres and Lynn Leslie serving and Alan Hardy keeping up the chip supply. Thank you ladies and Alan.

Sunday Field Day 7th October 2013

A very large crowd enjoyed the beautiful spring day with several birthday parties in progress. A very pleasing attendance for a long weekend with several competing attractions in Adelaide.

The Canteen ladies were almost worked to a standstill catering for our guests. Considering we expected a smaller attendance due to the long weekend the ladies were hard pressed to keep up with the chops and hot dogs. Many thanks to Jackie Monteodorisio, Lynn and Sue Leslie and Toni Offler.

SASMEE received much praise from the attending public for the presentation of the grounds and conduct of the meeting. This was particularly gratifying as early in the week Adelaide experienced a wind storm and three of our gum trees decided to drop limbs in protest. Our thanks must go to John Monteodorisio and family for cutting up and removing the large (up to 14") timber. Further thanks are deserved by the 14 members of the Wednesday working bee who turned up to remove the remainder of smaller branches and the two skip loads of leaves. Many thanks for the effort. It really paid off for the club. Just a reminder, 14 members is 10% of our membership.

Cont'd

Considering four of those involved are over 80 years and the rest would love to see 70 again there is always scope for more to attend on Wednesday and Saturday working bees.

Thirty Six members attended with four 71/4 locomotives, four 5" locomotives two sets of G and O gauge trains 13 boats on the pond. A very good roll up as some of our members travelled to Pt. Augusta to support their weekend run.



*Who said this was the Wednesday
Working Bee group taking a
break?*

Saturday Field Day 19th October 2013

A hot sunny day, usually a busy day at SASMEE, but a really small public attendance. Later we heard that the museum at Pt Adelaide were having a free open day. With a maritime, rail and aircraft museum on offer and free full size train rides we missed out. However, the 250 or so guest we had really enjoyed themselves to the extent that most children seemed to have rides on every train available.

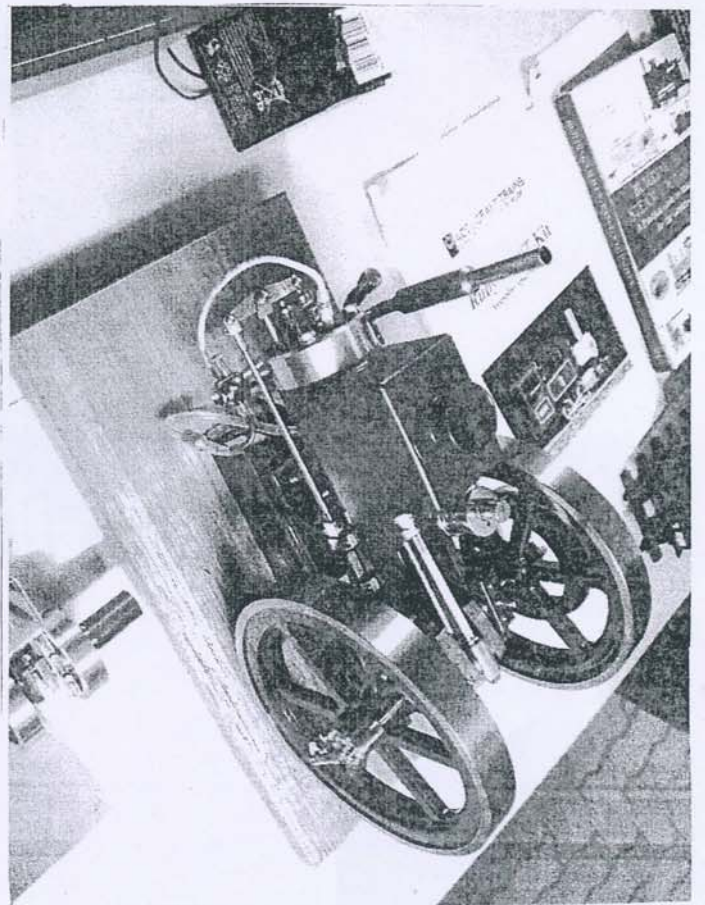
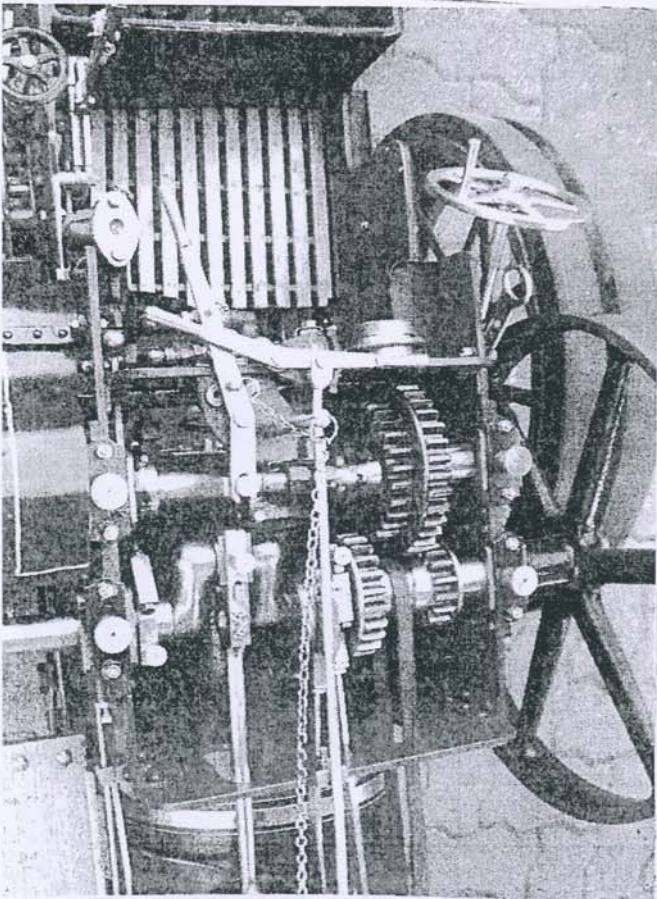
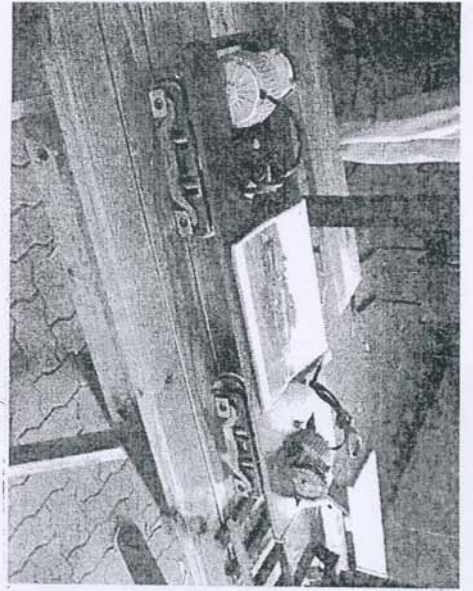
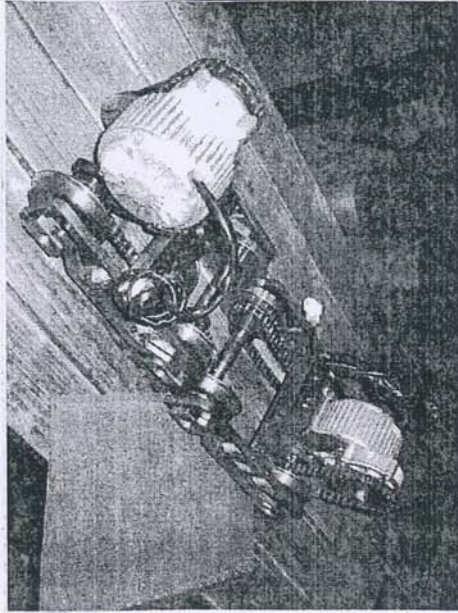
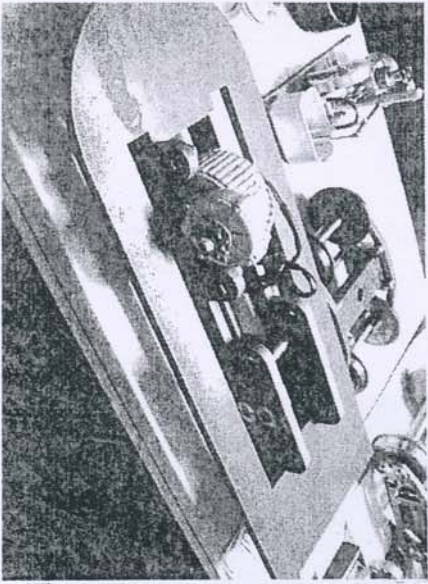
Show of Work, November 2013.

The Annual show of work is always a surprise event. You don't know what may turn up on the night. This year was no exception. During the viewing names are always difficult to associate with models, and for this year the shots taken by Jeff Schaefer are clear evidence of what was displayed.

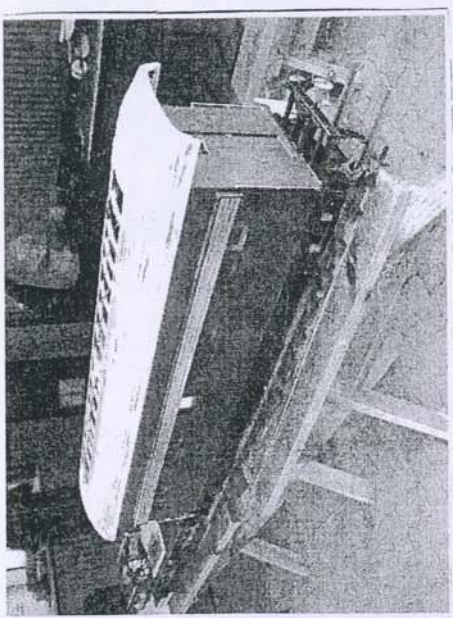
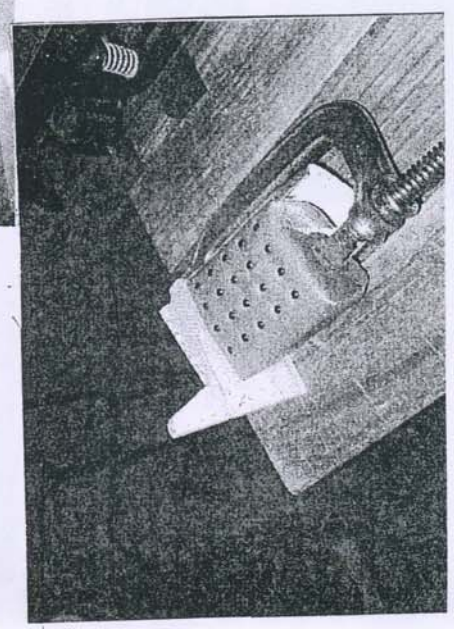
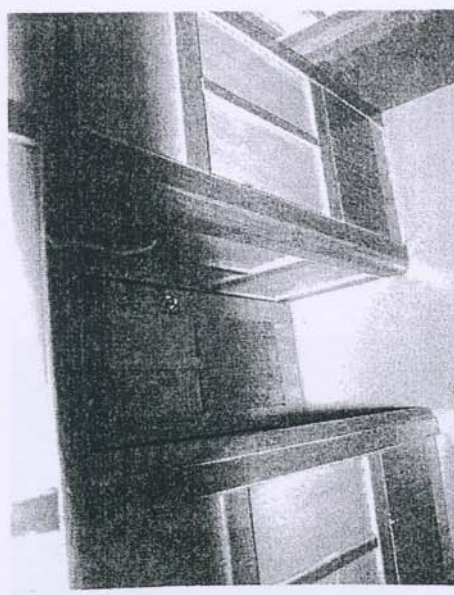
There were a number of displays which, as Editor, I consider should be noted for historical reasons. The Duplex Steel boiler displayed by Bob Nash is noteworthy as being the first such material boiler in South Australia. Secondly, the final product of a lot of time and work put into the completed Allchin Traction Engine of Ralph Byles. Thirdly, a very nice hit and miss engine by Kerry Gascoigne. These engines are challenging projects and to start and run it under the scrutiny of fellow peers only added to the event.

As the photos indicate we saw a host top class projects in the making. Workmanship in all cases was of very high standard which holds good for the Club's future show of work evenings.

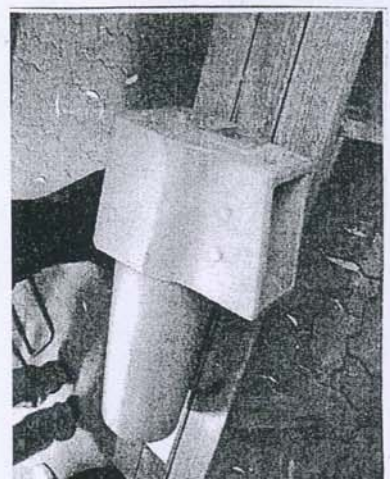
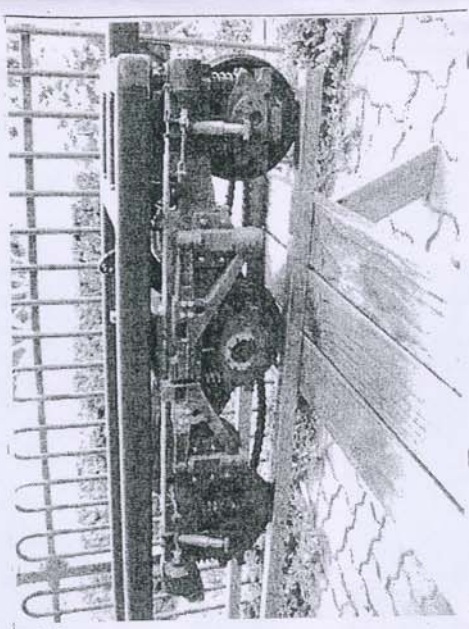


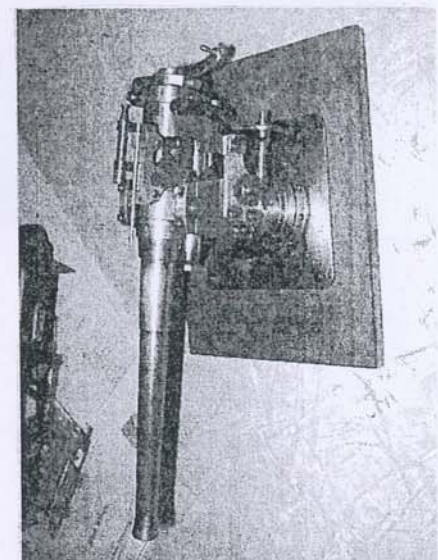
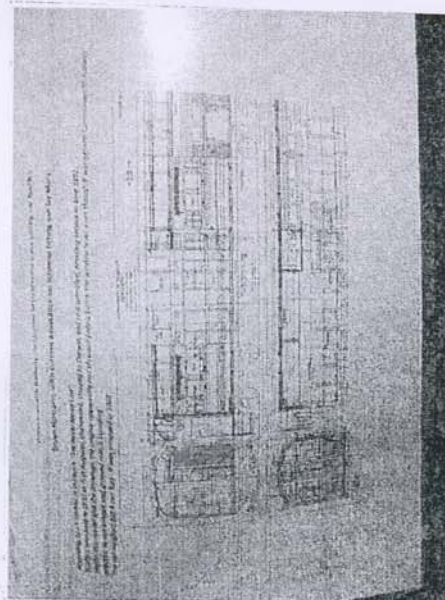
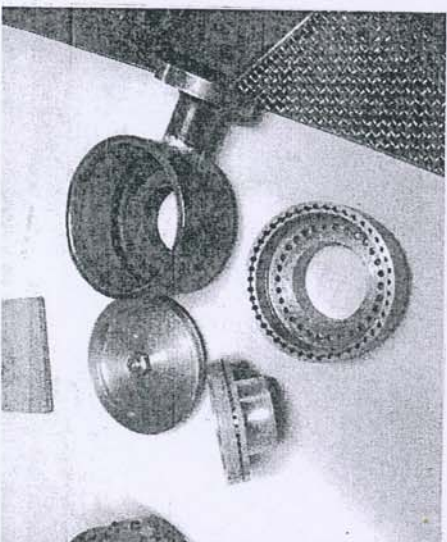
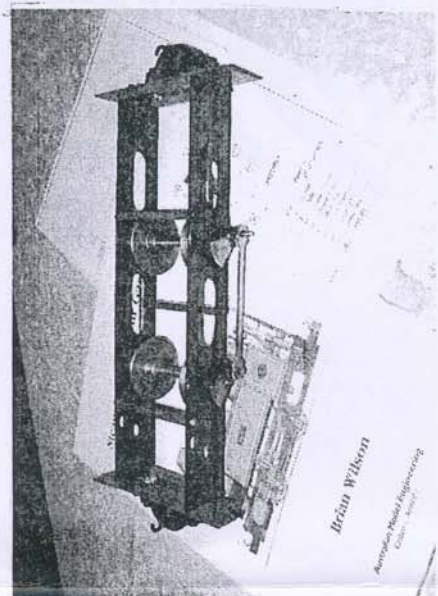
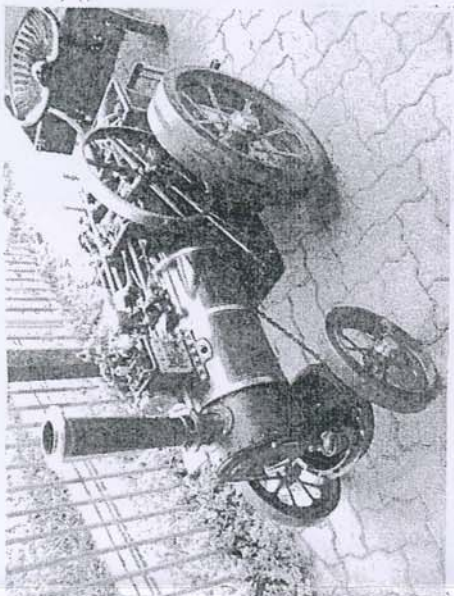


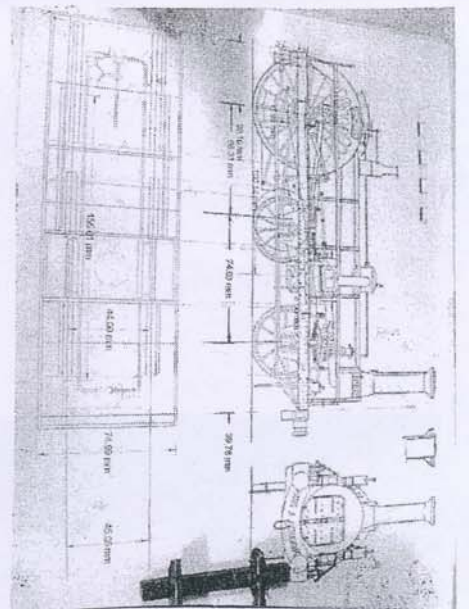
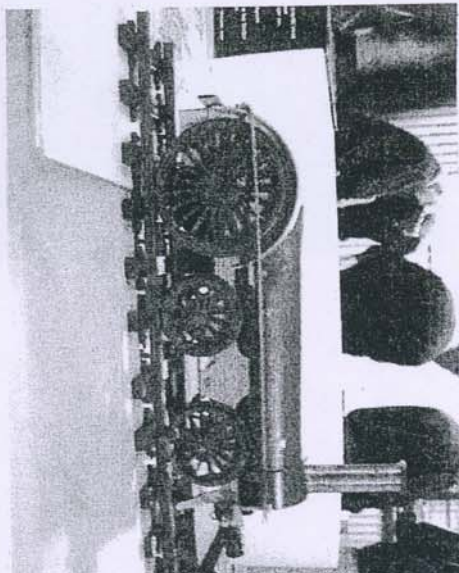
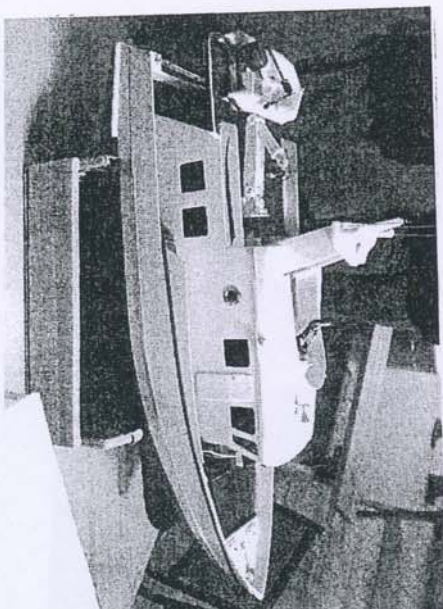
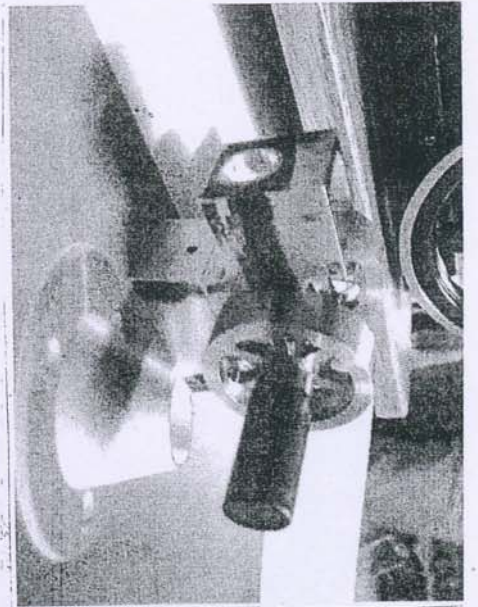
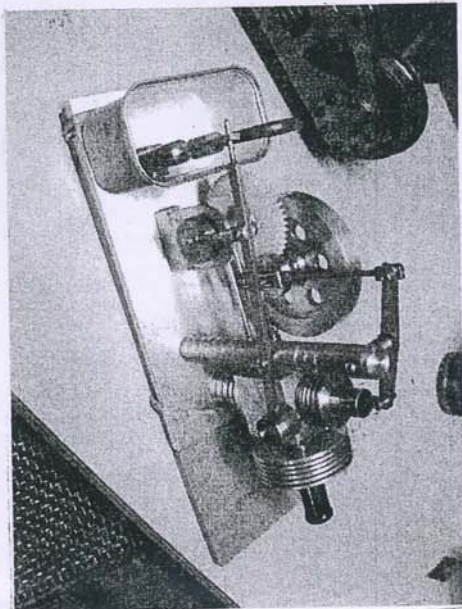
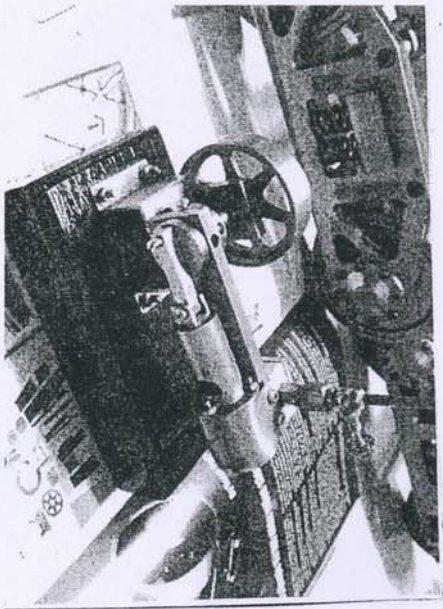
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There were five birthday parties and all attending these seemed to have a great time.

We had two 7 1/4" locos, would have been three but the new 7 1/4" club loco blew its controller. New one on order. These were supported with five 5" locos, 5 'G' locos and 13 boats.

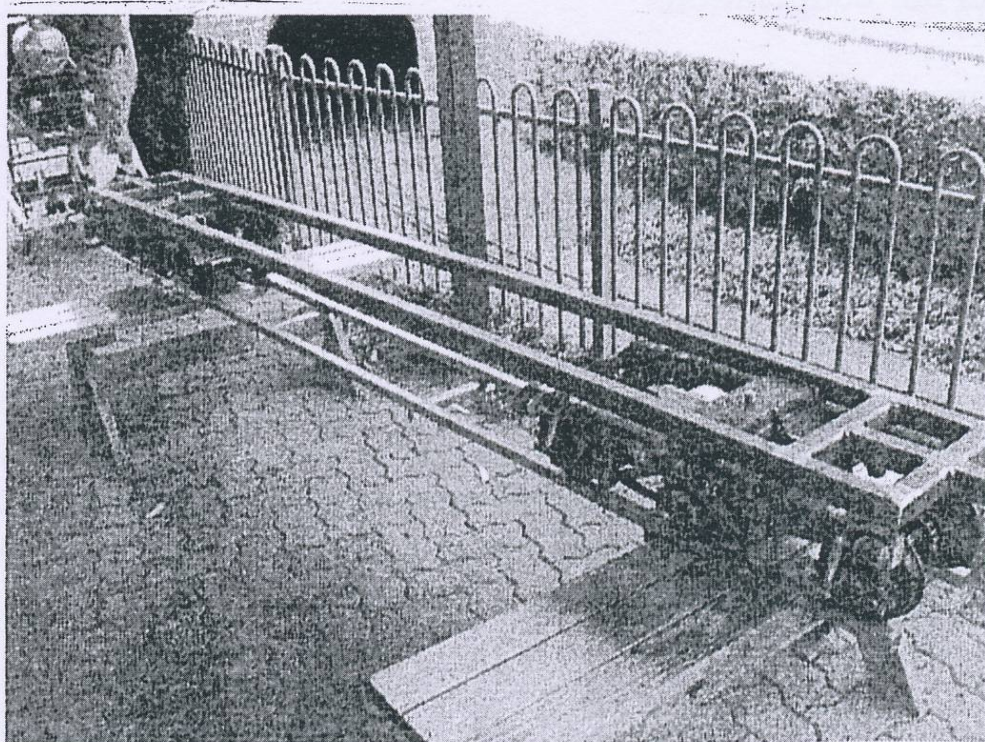
For once our canteen ladies had a fairly relaxed afternoon and I think appreciated the time for a chat and a cuppa. Thankyou, Jackie Monteodorisio, Anne Hardy, Margaret Coxon and Lynn Leslie.

A big thankyou to Matt Leslie and Simon Huntington for replacing the boards on the trestle bridge, a long days work finishing at about 8PM so a to be ready for the field day on the 19th.

Reminders

21st December 2013 SASMEE Christmas club day. Start 2PM goes till the last driver drops.

This will be the last Bulletin before Christmas. The President and Committee wish all the members and their families a happy and safe Christmas and happy modelling in 2014.



Immediate Past President's Report. John Foster.

For the record, and for those members not present, the following is the Presidential report tabled at the SASMEE Annual General meeting held in August 2013.

**SOUTH AUSTRALIAN SOCIETY OF MODEL
AND EXPERIMENTAL ENGINEERS (INC)
PRESIDENTS REPORT 2012 – 2013**

As I am stepping down from the President position after the August AGM I would like to thank the Committee and the membership for the help and support over the past two years. I have enjoyed the position and ask that you give the new President and Committee the same support that I have received. I hope to now spend more time on my models.

The past year has been particularly busy with good public attendance and a general steady membership. The adjacent railway underpass has complicated our activities, first with the inability to run 71/4 Gauge trains for nearly six months due to changes to the sewer system and the general need to interact with the Department of Planning, Transport and Infrastructure and their contractors. In all cases this interaction has gone well and we have received new fencing and other assistance through our cooperation.

In Memory

Unfortunately, during the year we lost two very active members in Glen Templeman and Don Fleming.

Membership

Membership has remained steady over the year and now stands at 140. We induct one to two members each month which compensates for people who move from the area. The downside of this is that our membership is steadily aging with less than 20 members are now under 60 years of age. We are attempting to recruit new younger members.

Member participation on field days has been 35-45 members each run day. The Wednesday working bee usually attracts up to 18 members with the Saturday working bee getting less attendance.

Open days usually see 3-4 71/4" gauge locos and 7-10 5" and 31/2" gauge locos and up to 20 boats in attendance. Now we are also seeing good numbers of Garden Gauge/O Gauge locos and trains as well.

Public Attendance

Public attendance has been strong during the year with many birthday parties. Parties of up to 50 people have been attending so that now we can expect open days be attended by numbers up to 700 (not counting children under 3 years of age).

Weather has been relatively kind this year with only one field day lost through hot weather and one with low attendance due to cold wet weather.

Finances

The Society is still in a very healthy financial position even though there was heavy capital expenditure for the year. This expenditure included:

- \$10,000 for the Garden railway,
- \$5,600 for the new loco, and
- \$4,500 to repair the clubrooms roof.

In addition there has been a general upgrading of facilities both for the membership and the public.

Canteen

The canteen continues to show a healthy profit with wonderful service from our managers, John and Jackie Monteodorisio and their lady helpers. A very sincere thankyou for your efforts over the last year.

In late 2012 the lady helpers were treated to a luncheon at a local hotel which was very much appreciated. I would like to see this continued into the future.

Building and Grounds

As stated above we have had considerable capital expenditure during the year as well as minor expenditure of funds and labour on numerous tasks. These have included:

- the Garden railway,
- new 71/4" loco,
- repair the clubrooms roof,
- re-fitting of the lead in tracks to the 71/4" carriage shed and steaming bay, additional concrete for the 71/4" steaming bay (courtesy of DPTI),
- new concrete paving for the revised layout of the 5" unloading area (courtesy of DPTI),
- new external fencing facing the Noarlunga and the Belair/interstate rail lines (courtesy of DPTI),
- purchase of an additional lifter for the 5" unloading area,
- revision of the design of the 5' station and purchase of the required fencing,
- paving around some of the fixed tables in the public areas,
- purchase of eight new plastic tables for the canteen area,
- Replacement of the barley straw bales in the pond,
- Renewing planks on the boat pond stand area,
- Repainting of wooden surfaces of tables and seats in the public areas,

- Interim approval for construction of Code 3, Sub-miniature Boilers and Code 4 Duplex Boilers from SafeWork SA. This was necessary because pending amendment of legislation at National and State level for these boilers to be managed by AALS affiliated clubs is likely to take considerable time. This outcome was achieved by the efforts of John Levers and applies to all SA Model Engineering Clubs affiliated with AALS.
- Progress toward revision of the SASMEE constitution and rules to conform to the Consumer and Business Affairs rules.

A major achievement of SASMEE for the year has been the successful operation of field days without the 71/4" locos for nearly six months. The patience of the 71/4" owners was very much appreciated.

To all those who participated in these tasks, particularly the Wednesday and Saturday working bee groups, thank you.

Garden Railway

The Garden Railway is now operational and drawing considerable public interest. We have succeeded in recruiting some new members interested in this aspect of the hobby. We have also had several queries from the public for the costs of locos/rolling stock and for joining SASMEE. Final landscaping and ballasting is still to be completed. I look forward to the Garden/O Gauge interested people to complete these tasks.

Concerns

My concerns for the coming year are:

- lack of nominations for the Management Committee,
- aging membership,
- stagnation due to lack of space to include new activities, and
- number of members who are inactive in the club.

CONT'D

Conclusion

I have found the past two years as President both taxing and enjoyable. The railway underpass project by the SA Government has increased workload but I believe it has been to our overall benefit. I wish the incoming President success and will provide my support to his efforts. Thanks again who have helped with my two years as President.

John Foster
President SASMEE
13th August 2013

SASMEE INFORMATION

The photos relating to the Port Dock Exhibition will be posted in the next Bulletin.

For Sale:-

Plans and castings [some machined] and some made for a NSW C36 loco. Purchased for \$1800. Will sell for \$1000 ono.

Contact Graham Richards, 0417 776961

SASMEE Services.

Canteen Managers:-

John Montedorisio 0414 838 408

Jackie Montedorisio

Boiler Inspectors:-

Bryan Homann 8390 1925

John Montedoio 0414 838 408

Auditors:-

Michael Moyse

Graham Gaetjens.

Vice Patron:-

Bernie Dickinson. BA CPEng. Fie Aust. FI Mar. EST

SASMEE Bulletin:-

Bill Coles. 4 Clovelly Ave. Hove. 5048

Email, bjhove@internode.on.net

SASMEE postal Address: PO Box 208 Goodwood SA 5034

Standards

By Jos. N. Liversage, A.M.I.Mech.E.

HAVING, over the past 25 or so years, attempted quite a number of model locomotives from "O" gauge to $7\frac{1}{4}$ -in., all with their complement of small bore pipes for this, that and the other—pressure gauges, steam pumps, water pumps, injectors and the like—I came to the conclusion, before the war, that it was high time that my pipe unions and fittings should be standardised.

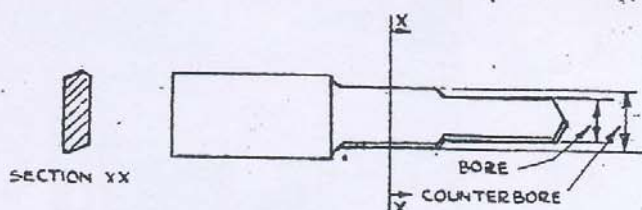
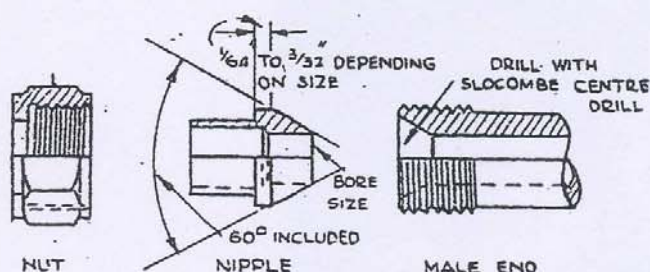
To some people this word may be anathema, but to me, and to many others who may be inclined to use the sizes given, it will certainly result in an appreciable saving in time, patience and labour. When a boiler requires testing, or an injector fitting, it should be an easy matter to take from one's stock, suitably dimensioned nipples and union nuts to complete the assembly, without having specially to make each item separately. Many is the time, when repairing or

previous efforts, but now after the passage of time, I think that I can fairly say that 90 per cent. of these universal fittings are interchangeable.

I therefore submit the following table of dimensions, all of which have proved satisfactory after prolonged trial, and which I have found applicable to all the usual sizes or scales of miniature locomotives.

The dimensions themselves are self-explanatory and require no amplification. I have, in the main, cut down considerably the length of the nut, so that it shall be more in keeping with its full-size counterpart. In fact, the $\frac{3}{8}$ -in. size could be used for full-size work without disgracing its commercial twin.

Some folks may criticise the use of the tailed nipple, but from my own part, I would not use any other type. The short type, consisting of a head only, I would not use at any price, as, for



re-vitalising dud boilers, that I have had to make a dozen or so special and varying sized unions, in order to carry out a water test. This work takes time out of all proportion to the results achieved, and as the testing is the main item on the programme, the details leading to that end are often badly "skimped." This leads to leakages and other trouble.

When I first standardised these fittings, I found, of course, that they would not fit all my

some reason or other, I have never been able to make what I consider a satisfactory job with them. One great fault is that the clearance between the pipe and the collar of the nut is necessarily small. Bend the pipe, and can you get the nut on?—No!

One final word regarding the fixing of the nipple to the pipe. Never be tempted to use soft solder. Always silver-solder, it is both easier and better, and, above all, stronger and will allow a misaligned pipe to be pulled straight.

NUT

Pipe size O/D in.	Hexagon Across flats in.	Length in.	Tap Dia. & Thread in.	Depth in.	Collar	Drill in.	C'bore
1/16	3/16	3/32	5/32 × 40	5/64	0.096 (4I)	0.128 (30)	
3/32	1/4	1/8	3/16 × 40	3/32	0.128 (30)	0.157 (22)	
1/8	5/16	3/16	7/32 × 40	5/32	0.159 (2I)	0.189 (12)	
5/32	3/8	7/32	9/32 × 40	3/16	0.189 (12)	0.252 (F)	
3/16	3/8	1/4	5/16 × 32	7/32	0.232 (A)	0.282 (K)	
1/4	7/16	9/32	3/8 × 32	7/32	0.299 (N)	0.345 (S)	
5/16	9/16	11/32	1/2 × 26	9/32	0.377 (V)	0.460 (15/32)	
3/8	3/4	7/16	5/8 × 26	3/8	0.440 (7E)	0.580 (37/64)	

Nearest drill size.

NIPPLE

Pipe size O/D in.	Stock bar in.	O/D head in.	Diam., tail in.	Length, tail in.	Drill Bore in.	C'bore	Socket, Use Slocombe Drill Letter
1/16	1/8	0.125	0.093	1/8	0.050 (55)	1/16	H
3/32	5/32	0.156	0.125	5/32	0.075 (48)	3/32	D
1/8	5/16	0.187	0.156	3/16	0.095 (41)	1/8	B
5/32	1/4	0.250	0.187	7/32	0.120 (31)	5/32	B
3/16	9/32	0.281	0.230	1/4	0.150 (24)	3/16	B
1/4	3/8	0.343	0.296	9/32	0.200 (7)	1/4	B
5/16	1/2	0.455	0.375	5/16	0.235 (B)	5/16	G
3/8	9/16	0.562	0.437	3/8	0.325 (P)	3/8	Special 60°

Nearest drill size

